

FRAME RIGIDITY FEATURE OF CAR

New Marion-Handley Models
Distinguished for Lightness
and Ample Power.

Light weight, with ample power, yet effective distribution of units, mark the new Marion-Handley models.

With 3,000 pounds total weight there is less than 100 pounds per unit of horsepower, rating the engine under the S. A. E. formula, while the actual weight per horsepower developed on the road, at averages of good touring speed, is but fifty-eight pounds.

Weight saving has not been effected at the cost of any part of the chassis. The frame is rigid, built with a vertical section of five and one-half inches and a horizontal section two and one-half inches wide. The firm establishment of the side members at extreme front and rear ends eliminates any tendency on the part of the car to sway and whip the ends of the frame, by the introduction of a front cross-member of the inverted channel type four and one-half inches in width. This last mentioned cross-member is joined to the side rails with large gusset plates, giving a broad union. The rear cross-member is tubular, one and seven-eighths inches in diameter, and placed at the extreme rear end of the frame.

In addition there is a middle cross-member seven inches wide, also secured to the side rails by ample gusset plates. Additional features of the new cars are many, but particularly there is the Fabrol cam gear, much favored for silence of operation; double-bulb headlights, multiple eleven-disc clutch, Hotchkiss drive, detachable instrument board, Westinghouse ignition, and generator system.

The roadster seating arrangement—the new roadster has just arrived at the Connecticut avenue salesrooms—has unusual leg room and body comfort. The driver's seat is fifteen inches forward, admitting plenty of room for the two passengers who may with ease occupy the seat back of him, and there is an auxiliary seat beside him which folds against the dash.

There is a kit or luncheon compartment immediately back of the driver's seat, in which the appurtenances of the tourist may be kept.

TUNNELS FOR AUTO TRUCKS

Underground Traffic Lane Suggested for Congested District.

"The Chicago business world should awake to a realization of the awful traffic congestion in the loop," says W. O. Duntley, in the current issue of the Power Wagon. "We all recognize that conditions are bad and rapidly becoming worse, although practical suggestions for relief are scarce. I have one method of relief to suggest, however, which I think we will have to come to eventually, so why not now?"

"Chicago should have at least two tunnels under the Chicago river, one leading to the west side and one to the north side, devoted exclusively to the use of motor trucks. We do not have enough bridges to accommodate the traffic, and although the proposed new bridges will help, they will be but a drop in the bucket."

"Traffic is held up now from one to thirty minutes at a time during rush spells waiting for a chance to cross the river, and this loss of time is costing the business interests of Chicago many thousands of dollars annually through wasted time. But bad as it is in the winter, it will be many times worse when river traffic opens up and the bridges are raised to let boats pass. If tunnels were provided, large enough to accommodate motor trucks going in each direction, they would relieve the bridges of the big loaded motor truck traffic and leave them free for lighter vehicles."

CHALMERS FACTORY BURNS

Plant in Ford City, Across Canadian Line, Razed By Fire.

DETROIT, March 31.—The Chalmers Motor Car Company's factory in Ford City, on the Canadian side of the river, was in ruins today as the result of a fire which started in the finishing room last night.

About forty completed limousines, in addition to other machines, were destroyed.

The loss is estimated at \$250,000.

LIQUOR REFERENDUM BEATEN.

MONTPELIER, Vt., March 31.—The house of representatives defeated a bill, which had passed the senate, providing for a referendum each year on the question of liquor license.

NOTES FOR BATHERS.

CHICAGO, March 31.—If not more than four inches of limb be exposed between the bloomers and top of the knee cap, fair bathers here will escape the censor's wrath this summer, it is announced. Men's suits must have a "shirt effect."

SONORA ALLOWS AUTOS FREE ENTRY

Mexican State Admits More Than 400 Motor Cars in Month.

R. P. De Negri, charge d'affaires of the Mexican embassy, has received the following report from the Mexican consul at Nogales, Ariz.:

"The importation, free of import duties, has already been secured for more than 400 more automobiles, which will enter Mexico at the end of this month. The state of Sonora is the first in using autos for the distribution of mail in different districts where there is no railroad communication. The prosperity and advancement of the state is surprising. Salutations, J. H. DELGADO."

This is the result of efforts, not long ago, on the part of Gen. Plutarco Elias Calles, sanctioned by President-elect Carranza, whereby the secretary of the treasury of Mexico issued a permit for the importation of all classes of automobiles free of customs duties, with the simple conditions that in each case there should be a consular invoice.

From the beginning there was great demand for these vehicles. The entire state of Sonora has been benefited thereby, as requests have come for automobiles from every part thereof, and even from neighboring states, especially from Sinaloa—from commercial firms, private persons, and mining and agricultural enterprises.

Up to the date of Mr. Delgado's communication 375 automobiles had been sent through the customhouse under the terms of the permit, and 400 more were to follow. As there were many more requests submitted, effort was made, through the same channels, to have the time for importation free of duty extended for sixty days more, which has been done.

WILLS CLEVELAND CANE.

A cane that was given to her husband by President Cleveland is bequeathed by Mrs. Elizabeth S. Brown to her grandson, George May Brown, by her will, filed for probate yesterday. A daughter, Elizabeth V. Brown, is given jewelry, other personal effects, and a one-third of her real estate. Kathryn B. Prentiss, also a daughter, and a son, Orville G. Brown, are similarly remembered. The residue of the estate is to be divided equally among the children.

EXPLAINS USE OF OIL IN STEAM CAR

Why Doble Will Run Eight to Twelve Thousand Miles on Single Gallon.

"Our statement that the Doble steam car will run 8,000 to 12,000 miles on one gallon of lubricating oil appears to require an explanation about every time it is made," said Abner Doble. "Fortunately the reasons are simple and easily understood."

"Briefly put they are—the oil is not burned by high temperatures, nor is it subject to contamination. In the majority of motor cars considerable oil leaves the crankcase as vapor, due to its having come in contact with the lower piston walls. The oil which remains in the crankcase of an internal combustion motor becomes quite rapidly contaminated by gasoline, carbon and 'road-dust' working past the piston rings. That is why the instruction books advise such frequent changes of the crankcase oil."

"In our steam car we exactly reverse these conditions; the oil is never heated to a sufficiently high temperature to burn it, and is completely isolated from the products of combustion. The lubrication of the cylinder walls and valves is accomplished almost entirely by the moisture present in the saturated steam used in the engine; consequently we use very little oil in the water or steam, and instead of the heavy oil formerly used in steam cars we use a light gas engine cylinder oil. This oil is too thin, especially when it is heated, to clog any radiator or boiler passages, and the velocity of the water passing through the lower headers of the steam generator is too high to permit any oil to collect, where it might increase the liability of burning the heating surface."

"The chief function of this oil is to prevent scale from encrusting the generator tubing, and that it does this most effectually is one of the facts which we positively proved in driving my old car over forty-five thousand miles."

DENIES FOX TROT CHARGE

NEW YORK, March 31.—Mrs. Hester Earle, in divorce court, denied she ridiculed her hubby because he couldn't fox trot, and that she squeezed and kissed the co-respondent, who could.

MASCULINE TYPE OF MOTOR CAR COMING

Strong Lines Doubtless Inspired By War and Efforts Toward Preparedness.

Just what effect war and our own efforts toward preparedness will have on body design of cars is difficult to say, but the note of virility, the suggestion of masculinity, is becoming more marked.

Paige took the first drastic step when it brought out its new big size. The strong lines, which immediately impress one with their military tendency of design, undoubtedly are inspired by the virile forces that have swept the country in the last year.

Now comes the Roamer, whose studded hood follows much the same inclination. The general appearance of the "6-40," which is the first of these cars to reach Washington, is that of a fast scout car in army service. It implies at once the lieutenant with dispatches and a super-genius of a driver beside him. It needs no extravagance of imagination to visualize the long low car, speeding from one part of the fighting line to another, its driver miraculously missing shell holes and other obstructions en route.

The "6-40" Roamer has yet to be seen in Washington, but from all reports, the military body design prevails in the big car as it does in the "4-40."



GORSON'S USED CARS

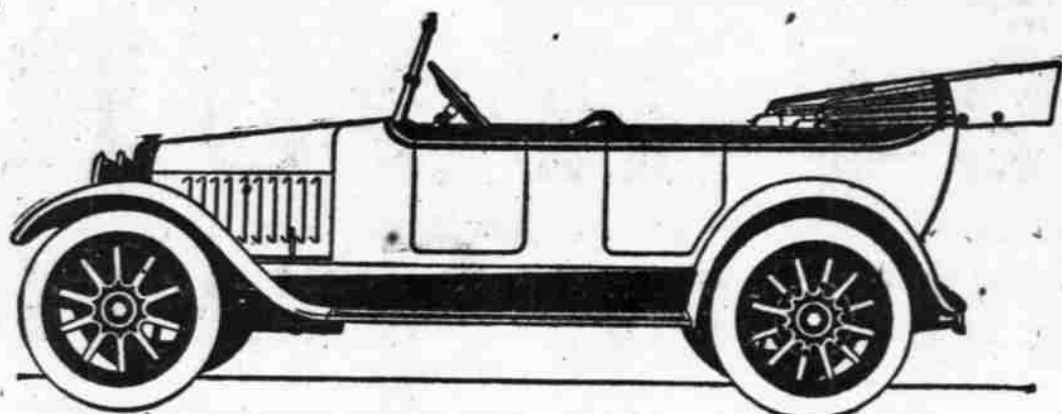
SPRING IS HERE. Now is your opportunity to enjoy comfortable motoring. Our salesrooms are filled with wonderful auto values. Every car in our complete stock is up-to-the-minute and guaranteed, both for service and quality.

LARGEST USED CAR DEALERS IN AMERICA.

1916 Brand-new DONT Roadsters: sleek, like light and sturdy; over 20 miles to a gallon of gasoline; optional 8000; car price, \$200.
1917 OAKLAND "V" Touring: brand new; bargain.
1917 GRANT Touring: light "V"; all 60-to-date equipment.
1917 PAIGE Touring: "Fairfield" Six; only slightly used; snap.
1917 HUPMOBILE Touring: 7-pass.; shows no wear whatever.
1917 BRIMCOB Touring: 8-cyl.; roomy; 5-pass.; attractive; \$400.
1917 CHALMERS Touring: A-1 from start to finish; extra trim.
1917 MITCHELL Touring: run 2500 miles; can be bought right.
1917 CHANDLER Touring: slightly used; excellent condition; at a sacrifice.
1917 SUPER-SIX HUDSON: run 3000 miles; extra equipment.
1917 PULLMAN Touring: light 5-pass.; 60-hp.; \$675.
1917 STUDEBAKER Touring: 6-cyl.; plenty of power; complete equipment.
1917 OLDSMOBILE "V" Touring: low mileage; very attractive.
1917 OAKLAND Touring: "Light Six"; specially treated-new.
1916 BUICK "V" Touring: cracker-jack make; all electric equipment.
BUICK Roadster: also running order; good tires; \$275.
1916 DODGE Touring: mechanically first; lots of extra.
1916 METE Touring: just like new; extra title to run; \$210.
1916 Buick Roadster: lights and starter; overhauled; \$225.
1916 REO Touring: A-1 from Radiator to rear axle; \$245.
FORDS, all models, \$200 to \$250.
1916 STUDEBAKER "A" Touring: 6-cyl.; excellent condition.
1916 REGAL SEDAN: also bumper top; electric equipment.
1916 MAXWELL Touring: four wheel drive; 60-hp.; run; \$200.
MAXWELL Roadster: 5-pass.; nice condition; extra tires; \$200.
1916 CULLE Touring: divided front seats; slip covers, etc.
Mail: cracker-jack make; Royal new tires; 7000 miles.
1916 OVERLAND Touring: roomy.
1916 HUDSON Touring: 6-cyl.; A-1 condition; like bargain.

GORSON'S AUTOMOBILE EXCHANGE

238-240 NORTH BROAD STREET, PHILADELPHIA
Open Sunday 9 to 2. Write for Free Bargain Bulletin.



Chalmers 7-Passenger Touring Car
Price \$1350 Detroit

Daily You Will Find New Charms in This Chalmers

Some cars are noted for their comfort. Others are distinguished for their beauty. Others, for the strength of the chassis. But the Chalmers is an all around car. It has power, comfort, beauty, strength. All four.

Comfort

Picture a 122-inch wheelbase. With a front seat 41 inches wide, and a tonneau that extends from front to rear more than the reach of the average man.

Power

Imagine an engine that weighs 550 pounds. And turns up 45-horse-power. One horse-power for every 12 pounds of weight. Which with a total car weight of 3005 pounds means power ease on the hill. One horse-power for every 67 pounds of car weight.

Strength

Then turn over in your mind the extreme strength there must be in a car that is largely built of drop forgings, chrome nickel steel, Lynite aluminum, crucible nickel steel and carbon steel.

All expensive metals. But placed in the Chalmers chassis for a specific purpose—to make it rugged and strong, though light in weight.

Such quality makes for durability and economy. For a thing made of good materials, always is well made.

Beauty

And a car made of this kind of materials you find everywhere in the Chalmers would be indeed incomplete without beauty and distinctiveness of lines.

See the high narrow radiator, the double cowl, the sweeping body lines, the finish that denotes hours of patience and care. And provides beauty, not for a day, nor for a month, but for years.

All the above means quality. The kind of quality you need in the car you buy and the kind of quality you GET in the Chalmers.

Touring Car, 7-passenger...\$1350
Touring Car, 6-passenger...1250

Touring Sedan, 7-passenger, \$1350
Roadster, 3-passenger..... 1250

Limousine, 7-passenger.....\$2550
Town Car, 7-passenger..... 2550

(All Prices f. o. b. Detroit)

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